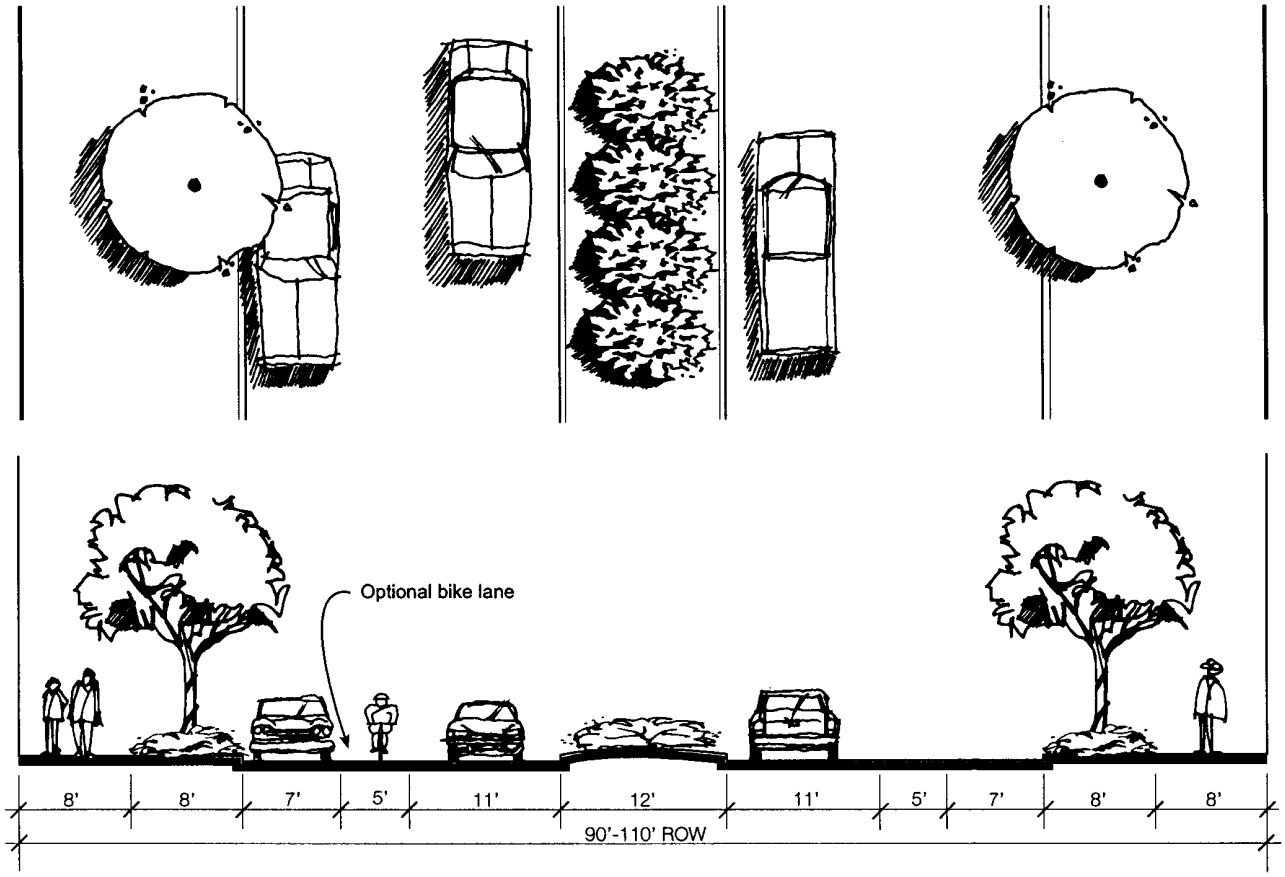
APPENDIX – STREET TYPE EXAMPLES FOR MX SITE DEVELOPMENT

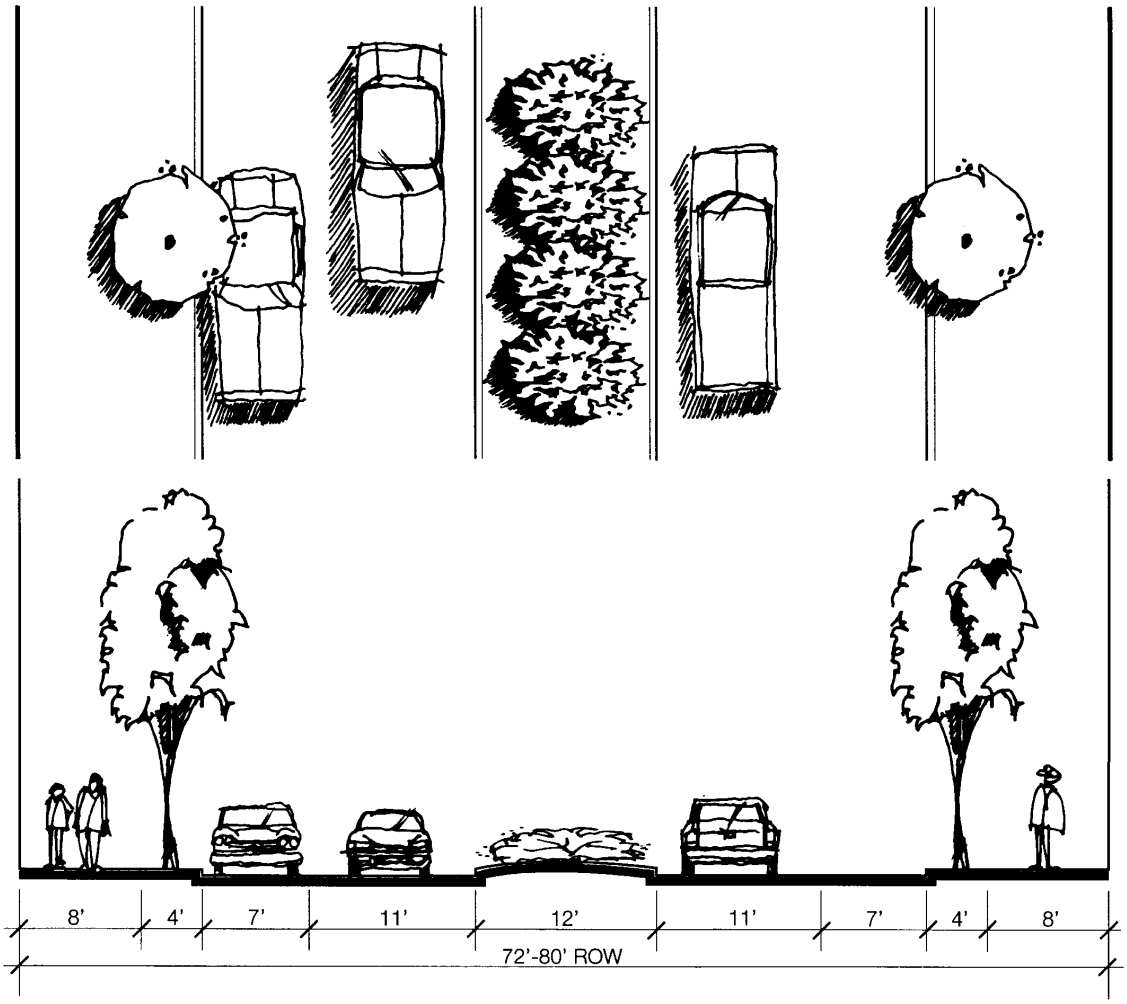
Source: Washington State Community, Trade, and Economic Development's Model Code Provisions: Urban Streets and Subdivisions

D. Urban Street Types



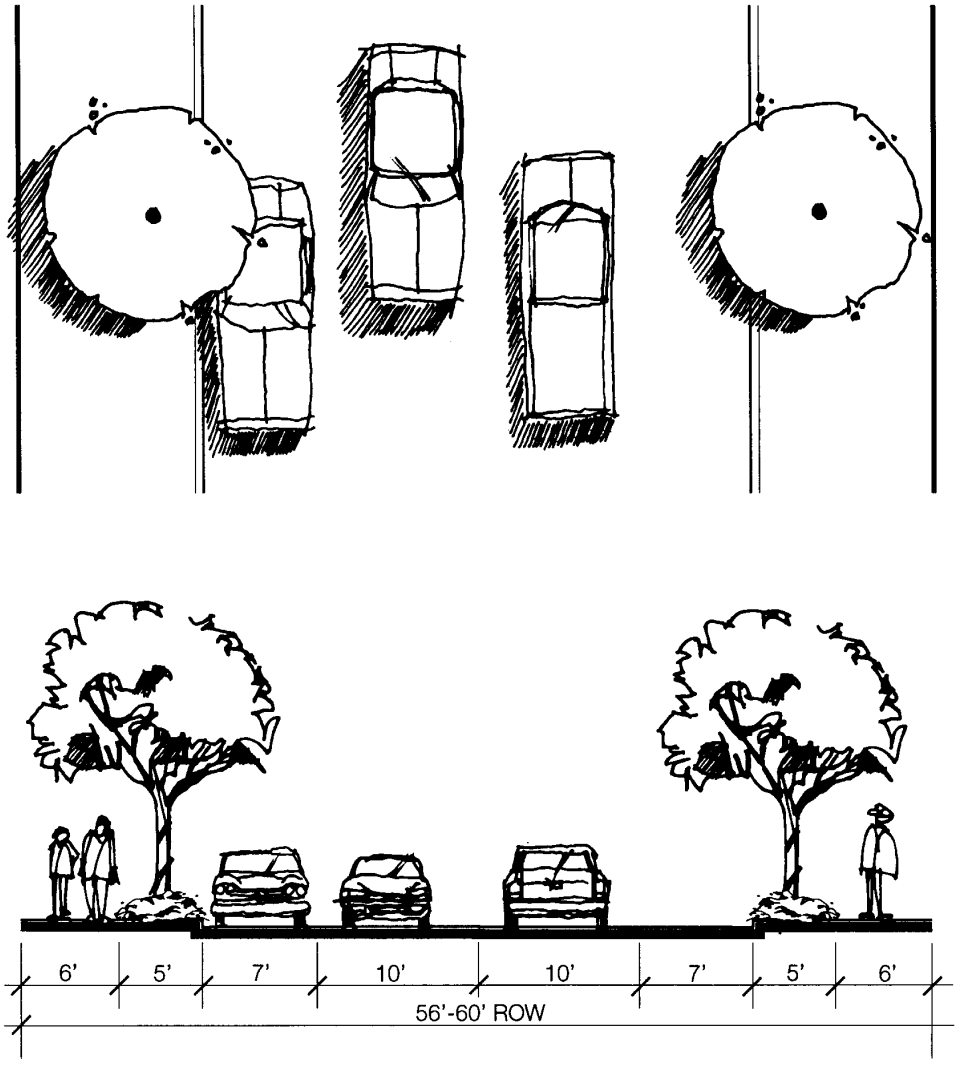
Neighborhood Boulevard

This street is intended to link together a series of residential neighborhoods. Neighborhood boulevards often connect to commercial or employment centers. They may have housing of various densities lining them, but probably not commercial uses. Neighborhood boulevards are distinguished from other streets within this typology by a planted median varying from 10 feet to 50 feet, depending upon whether the median includes just vegetation or internal walkways, decorative features (e.g., art, fountains), and sitting areas. If bike lanes are included, they would either add to the right-of-way width or replace the parking lane. Regardless of the specific combination of elements, neighborhood boulevards should be designed to provide a green, visually prominent, linear focus to an entire district.



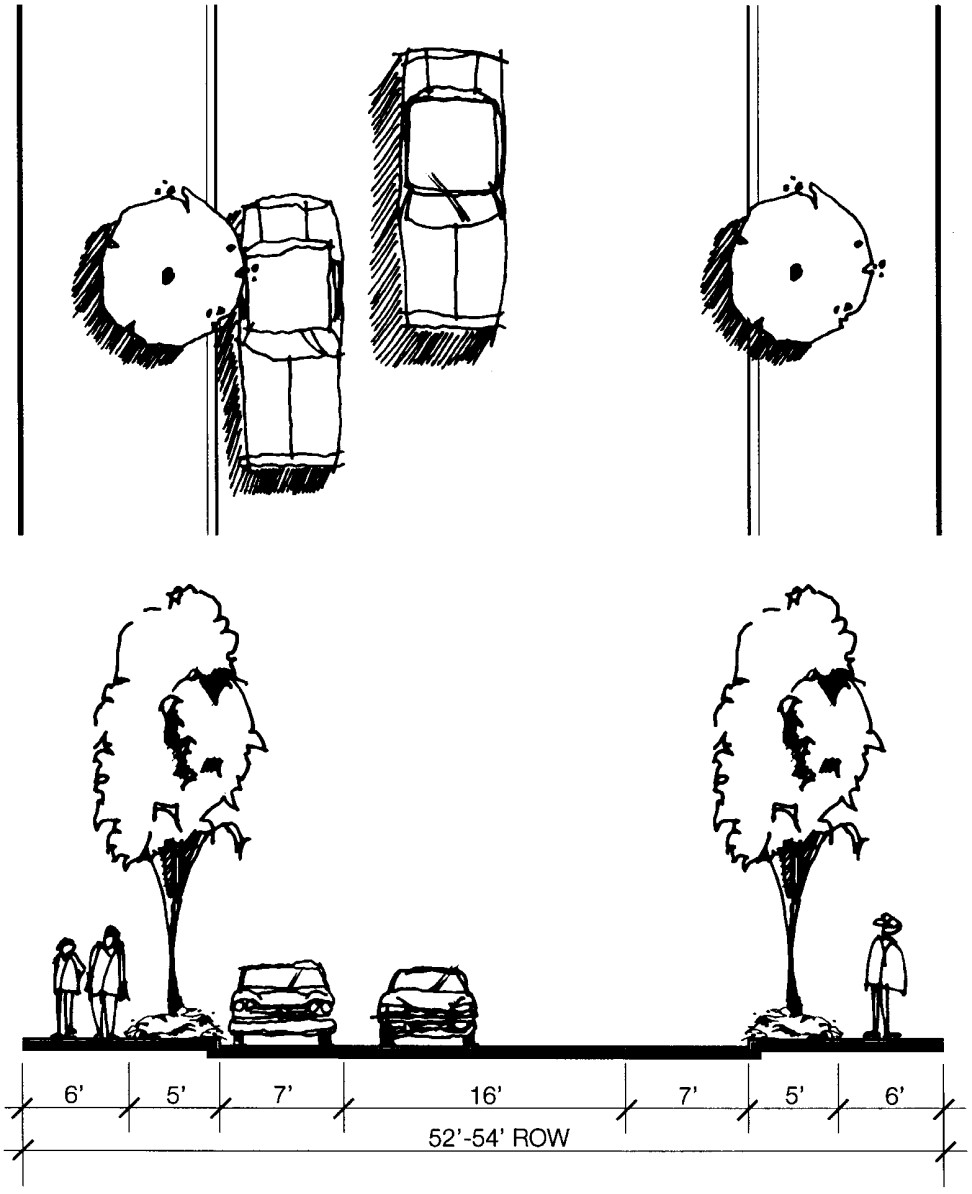
Neighborhood Shopping Street

This street is intended to provide for an intense, walkable, and pleasant environment for local shops, services, and restaurants. Adjacent uses are expected to front directly upon and be accessible by pedestrians from the sidewalk. Parking is not found in front of buildings, but rather behind them. Vehicular access does not interrupt the continuity of storefronts. Signs are scaled to pedestrians. Sidewalks contain a full complement of pedestrian-supportive elements, including street trees and pedestrian-scaled lighting, as well as other street furniture such as seating, waste cans, and phone booths. Planted medians may be included, but the planting should not obscure sight lines across the street.



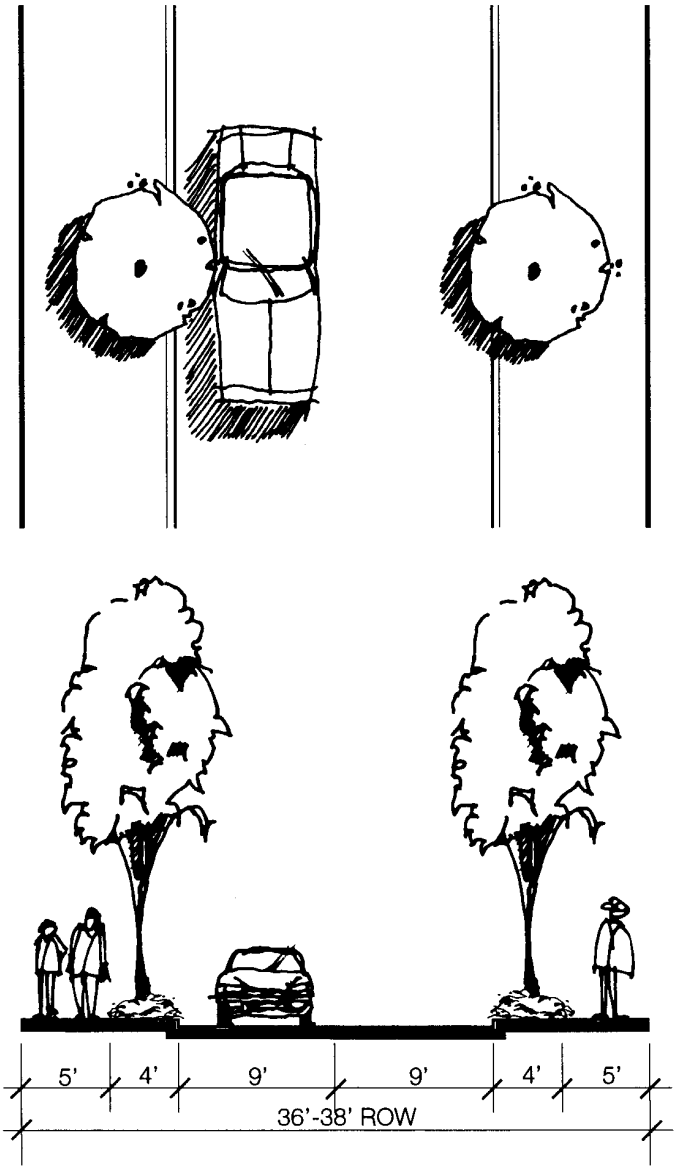
Residential Street

The majority of streets within an urban neighborhood would likely be of this type. However, other types of streets should be provided for variety. This street allows for free-flowing, two-way traffic, but on-street, parallel parking is present, which is intended to slow the speed of vehicles somewhat. Traffic calming would also be enhanced through the use of curb bulbs at intersections. Large street trees, green planting strips, and sidewalks should provide the dominant character of this type of street.



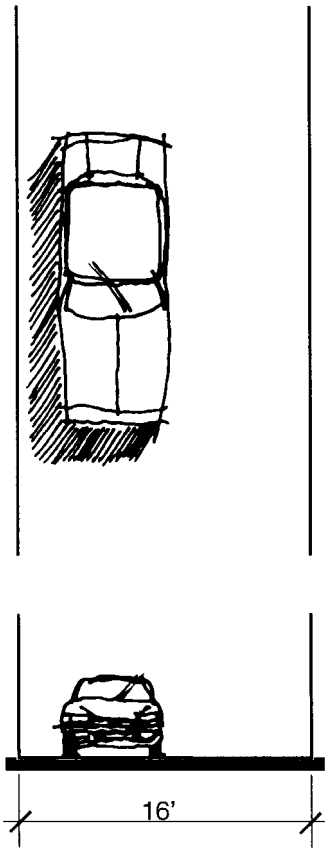
Residential Parking Street

This street reflects the type of street found in older parts of many cities: parking on one or both sides, with a wide, single through lane. It allows for the passage of emergency vehicles, but intentionally does not permit the free-flow of cars and trucks in both directions (i.e., one vehicle may need to pull aside to allow for an oncoming vehicles to pass). The intent is to create an environment in which pedestrian movement is emphasized and vehicles are moving relatively slowly. As with a residential street, large street trees, green planting strips, and sidewalks provide the character.



Residential Lane

This street is somewhat like a wide alley, but with residential structures fronting on it. It is very narrow and does not contain on-street parking. There may or may not be street trees. It is intended for limited application where there are small houses on small lots or townhouses. Within the overall street grid, this type of street would be an occasional exception to the pattern and would probably not be more than one or two blocks in length in any given location. It could also be configured in a "loop" or "u" form, where it returns to the principal through street.



Residential Alley

The alley in this typology is intended to serve as more than access to garages or surface parking. In commercial areas, small uses could have their primary pedestrian access from an alley. Larger uses could have a secondary pedestrian access. In residential areas, alleys could provide access to accessory dwellings, carriage units (over garages), or small, rear lot cottages. Emergency vehicles would have access, but normal, two-way traffic would be difficult. (Cars could pass each other, but only by moving very slowly.) Alleys typically involve no setbacks. An alley has inverted crowns with centerline drainage.

Horizontal Elements

Street Type[1]	Overall ROW	Number of Lanes	Lane[2] Width	Planting Strip	Sidewalk Width[4]	Parking Lane(s)	Curb Cuts[5]	Corner Radius[7]	Curb Bulbs	Raised Median	Bike Lane
Neighborhood Boulevard	80'-100'	1 lane each direction + turn pocket	11'	8' min.	8' min.	7'	No	25'	O.K.	yes	Optional (
Neighborhood Shopping Street	72' – 80'	1 lane each direction + turn lane	11'	4' min.[3]	8' min.	7'	No[6]	25'	O.K.	O.K	Part of the street
Residential Street	56 – 60'	1 lane each direction	10'	5' min.	6' min.	7'	12' max.	20'	O.K.	no	"
Residential Parking Street	54'	1 lane two directions	16'	5' min.	6' min.	7'	12' max.	15'	O.K.	no	"
Residential Lane	36'	1 lane each direction	9'	0'	9' min. --- or --- 4' min.	None 5' min.	10' max.	15'	no	no	"
Residential Alley	16'	1 lane two directions	16'	N/A	N/A	N/A	N/A[8]	N/A	N/A	N/A	"

[1]American Society of Engineers (ASCE) Subdivision and Site Plan Standards Committee establish maximum design speeds of 20 m.p.h. and 25 m.p.h. for "access" and "subcollector" streets, respectively.
[2]Does not include 6" curb.
[3]May be continuous planting strip with trees or street trees in individual planting pits.
[4]Unobstructed pedestrian throughway, not including strip for planting and other vertical elements.
[5]Maximum depth of apron: no more than 4' (should not interrupt throughway of sidewalk).
[6]Vehicular access from cross street or alley.
[7]Should be based on anticipated traffic volumes, traffic type, and intersection traffic control devices.
[8]Garage entrances facing alley to be set back at least 2'.

Vertical Elements[1]

Street Type	Lighting Height	Lighting Spacing	Tree Spacing	Tree Size	Tree Base	Tree Guards	Street Signs	Utility Poles	Utility Boxes	Fire Hydrants
Neighborhood Boulevard	24’ max.	80’ max.	40’ max.	3” cal min.	planting	no	[2]	[3]	[4]	300’
Neighborhood Shopping Street	20’ max.	60’ max	30’ max.	3” cal min.	cast iron grates	yes	[2]	[3]	[4]	300’
Residential Street	18’ max.	60’ max	30’ max	2” cal min.	plants, grates, or pavers	O.K.	[2]	[3]	[4]	600’
Residential Parking Street	18’ max.	60’ max	30’ max.	2” cal min.	planting	no	[2]	[3]	[4]	600’
Residential Lane	12’ max.	40’ max.	if trees, 25’ max.	2” cal. min.	if trees, grates or blocks	O.K.	[2]	[3]	[4]	600’
Residential Alley	N/A	N/A	N/A	N/A	N/A	N/A	[2]	[3]	[4]	600’

[1] All vertical elements to be located 3’ to 4’ feet from face of curb, always out of the pedestrian throughway of the sidewalk. Typically, this will be either within the planting strip or the zone occupied by street trees.
[2] Street signs shall be placed in accordance with the *Manual for Uniform Traffic Control Devices*.
[3] Utility poles should be located to the rear of lots in alleys where alleys are provided.
[4] Utility boxes should be neatly clustered near the rear of buildings. Screening is recommended where permitted.

E. Explanations of Terms Used in Urban Street Standards

Curb Cut

A curb cut is a technical term for a driveway to one or more individual developments. It involves the crossing of a sidewalk by a passageway for vehicles, either by the curb actually dropping to accommodate the movement or by the curb being rolled. Regardless, the design should give the visual effect of the sidewalk being continuous with the vehicular movement intruding across it, rather than the reverse. This involves using a number of elements, such as keeping the depth of the apron for the curb cut to a minimum (no more than four feet) and not interrupting the scoring or paving pattern of the sidewalk.

Curb Bulb

This is an alignment of the curb line that extends out toward the traffic lanes. Typically, it consumes the same width as a parking lane. It is done for the purpose of traffic calming and to produce a shorter distance for pedestrians to walk across lanes of traffic. However, because vehicles with longer wheel bases may need to turn at this location, the radius of the curb may need to be as much as 30 feet, so that their wheels do not jump the curb. Curb bulbs can often present difficulties with storm drainage. They cannot be used when parking lanes are also used for other purposes, such as peak hour traffic movement and bus stops.

Planting Pit

A planing pit is a rectangular pocket for the insertion of a root ball of a street tree. Current practices suggest that street trees need approximately 25 square feet of area to allow for water penetration and root aeration. This usually translates into a pit that is five feet by five feet or four feet by six feet. However, some sidewalk conditions are so constrained that four feet by four feet pits must be used. Tree pits should have metal grates or paver blocks at the base of the tree, providing lower maintenance. In addition, the surface must conform to specifications of the Americans with Disabilities Act, meaning that the surface can be available for walking as a part of the sidewalk.

Planting Strip

A planting strip can be continuous or intermittent. In either case, it is located between the curb and the unobstructed throughway of the sidewalk, so that visual separation between pedestrians and vehicles is provided. This is also the zone in which all other vertical elements and street furnishings should be placed, so that there is an ensemble of pedestrian-supportive features arrayed along the sidewalk.

Raised Median

This is the center portion of a street that is raised and surrounded by a six-inch curb. It is planted with at least grass or ground cover and often trees and seasonal color. If located on a neighborhood shopping street, it could also contain pedestrian crossing areas at mid-block locations.

Unobstructed Pedestrian Throughway

This is a linear sidewalk zone that contains no vertical elements. Typically, pedestrians, especially those that are visually impaired, depend upon having this zone be continuous and straight so that they need not worry about tripping or bumping into objects.